

STREETS ARE HORRIBLY DIRTY

NO INSPECTORS NOW TO WATCH THE WHITE WINGS.

New Commissioner Says That If He Had a Great Many More Men Sweeping Machines or Abundant Water He Would Be Able to Clean the Streets.

A man who came out of the Hotel Breton and started across Fifth avenue at Eighth street yesterday hiked up his trousers, looked sadly at his newly shined shoes and cursed violently. By the time he had walked half an inch of black mud he had gained the west sidewalk, where he was perhaps only a quarter of an inch of time, his shoe was ruined, he was speckled and streaked with mud splashes to the knees and he was incoherently angry.

"It's a damned shame," said he, "that they can't make a bluff at least at cleaning up these streets." A white wing, dabbling at a pile of refuse near the sidewalk, grinned at him and went on with his labors.

Since Dr. Woodbury's going out there had been no unpleasant inspector persons swooping around to see that he did what the city paid him for and he wasn't afraid of being called on the carpet before the new Commissioner, Macdonough Craven.

The complaint of the man in Fifth avenue was echoed all over town. Women in the shopping districts, especially along Sixth street, were complaining of the dirt. A young man in a twenty-third street, from the Battery to the Bronx along Broadway, in Madison square, Harlem—pulled up their skirts and splashed through the accumulation of mud and mud, reflecting delectably on cleaners' bills and the unpleasant possibilities of wet feet. Fifth avenue was almost as bad as old Greenwich village, and Broadway and the Bowery were equal.

Federians kicked. Automobiles kicked. Merchants kicked. The only persons in Manhattan that appeared to be pleased were the shoe shiners at their corner stands, the tailors and the trousers pressers and cleaners. It was good business for them. Traffic cops at the main crossings, who plunged through the mess with women or splashed around in it at their business of moving traffic, also seemed to be in good luck. Also, they remarked, the street sweepers seemed to care less about their jobs.

Commissioner Craven, who succeeded John McGraw Woodbury as head of the Street Cleaning Department when the Mayor was forced out because of his refusal to turn over the department to politicians in favor with the Mayor, was asked about these things yesterday afternoon at his office in the City Hall. Commissioner Craven admitted frankly that the streets were in bad condition, dirty and ill kept in many spots; but he was disinclined to take the blame himself. He thought part of it was up to the Department of Water Supply, Gas and Electricity, also that somebody in the Department of Highways ought to keep closer to the repair companies.

"Some of the complaints are unfounded and unfair," said Commissioner Craven. "They don't take into consideration the difficulties with which I have to contend. I need water to flush the streets. I need street sweeping machines, or if I can't get these accessories I need more sweepers."

"It's a fact, of course, that the streets are covered with mud, and the only effective means of removing it is by flushing them with water. I want to clean the streets, but I can't get permission to use city water for that purpose. About a year ago Water Commissioner Sullivan ordered the city water to be used for flushing the streets, but the City Board of Water Supply, Gas and Electricity, also that somebody in the Department of Highways ought to keep closer to the repair companies."

"Another cause for the slime in lower Manhattan is the laying of the new salt water pipe. It is necessary to lay it down to put down these mains, and in many cases banks of clay and mud were left at these excavations which dried into a crust and were carried away by the wind. The dust became slime with rain-fall. The repair and asphalt concerns which contracted for the repair of the streets have been ordered to clean up the streets after the rain. I run this service and nobody has played politics on me. It may be that the sweepers relaxed discipline when it was raining, but I don't think we needed to have spies slipping around over town watching how the men worked, and I believe in the right."

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AWARD FAVORS HONDURAS.

King of Spain Gives 10,000 Miles of Land Claimed by Nicaragua.

New Orleans, Jan. 15.—It is officially announced from Central America that the dispute between the republics of Honduras and Nicaragua, over the boundaries of the two republics, and which affects over 6,000 square miles, has finally been decided by the arbitrator and referee in the case, the King of Spain, in favor of Honduras. The decision affects American interests in view of the fact that the land in issue, which is still in the possession of Nicaragua, but which is not decided by Honduras, was granted by the former republic to an American syndicate, the Detroit Company of Pittsburgh, which has already expended \$1,000,000 in the territory, and has a considerable portion to a subsidiary company.

The land in dispute was an integral part of Honduras, but was given in 1822 by Polcarpo, then a republican candidate for the Presidency, to Zevallos, President of Nicaragua, in return for the assistance of the latter in overthrowing the government. The government then installed in Honduras was subsequently overthrown by another revolution, at the head of which was Manuel Bonilla, now President of that republic, who denied the right of his predecessor to surrender any part of the country in return for influence and assistance.

The King of Spain decides that this contention is right, but there is some doubt whether Nicaragua will accept the decision and return the Honduras territory to Honduras, and those informed of conditions in the two republics believe that it will result in the old game of each stimulating revolutions in its neighbor's territory.

The Detroit syndicate remains in doubt. The King of Spain decides that this contention is right, but there is some doubt whether Nicaragua will accept the decision and return the Honduras territory to Honduras, and those informed of conditions in the two republics believe that it will result in the old game of each stimulating revolutions in its neighbor's territory.

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ACTRESS ONCE, TEACHER NOW

SAM JACK'S SISTER-IN-LAW AGAIN IN THE LIMELIGHT.

Written to a Newspaper Offering to Sell Some Love Letters Written to Her by a Doctor Said to Be Prominent—Was Known as Queenie Clifford in Her Stage Days.

Through an offer which she made to a newspaper to sell letters written to her many years ago by a physician of this city, it became known yesterday that one of the teachers in Public School 125 at Wooster and Houston streets is the wife of James C. Jack, brother of the late Sam T. Jack, the owner of burlesque shows, and that the teacher was once a member of one of these shows.

Mrs. Jack is teaching under the name of Virginia Roddick. It is under that name that she appears on the payroll of the Board of Education. It was known that she was married or that she had had any stage history until an evening newspaper printed her offer yesterday. This was in the form of a letter which read:

DEAR SIR: What would you offer me for a large package of letters (love, &c.) written me by a celebrated doctor of international reputation and brother of the president of one of the largest trust companies in the world, both living in New York?

I have already received an offer for same from them, as they are of considerable importance, besides the fact that the doctor is awaiting an early reply. I am yours truly, Mrs. C. C. Jack.

Mrs. Jack was known once as Queenie Clifford. She is now living with her husband, who is employed in a downtown office, at 427 West Twenty-third street. With them live Mrs. Jack's two children, one a boy about 22 years old.

When she was at the school yesterday afternoon after the newspaper had published her letter, Mrs. Jack seemed to be very much flustered. She is a rather tall, pale woman, with blond hair, and looks to be about 40 years old.

"I have nothing at all to say," said the teacher. "I do not care to discuss this matter in any way. You had better see the principal."

The principal, W. J. Henwood, said that the matter did not concern him at all. "Miss Roddick," said he, "is a teacher in this school and a very excellent one. She has been here several years. She has had while here a most excellent reputation. I have been here but a short time, but my predecessor also spoke in the highest terms of her. About her personal or family affairs I know nothing. They are not for me to talk about."

Henwood said that he did not know that his teacher was married, and had never heard that she had been on the stage. He was very busy yesterday afternoon keeping reporters away from her. Mrs. Jack returned to the boarding house in West Twenty-third street late in the afternoon, but there she refused to discuss the matter of the love letters. Her son had previously told reporters that he believed his mother had a package of letters from a doctor. The letters, it was said, were written years ago when she was an actress and her children were young.

When Sam T. Jack died several years ago he left a strange will, in which he left most of his property to his brother and added the request:

"It is my wish, first and foremost, that my brother James and my wife Emma shall become husband and wife."

After his death it was discovered that the brother already had a wife, and that Queenie Clifford, once a member of one of his brother's burlesque shows. It turned out that the estate left by Jack was hardly sufficient to cover his debts.

According to the records at the Board of Education, Virginia Roddick applied for the place of substitute teacher two and a half years ago. She showed that she had attended McGill University in Canada and presented a letter from that institution. This letter gave her also a certificate of character. It is only necessary in obtaining the place of substitute teacher that a person shall show that he or she has had two years of a high school course and be of good character. The fact that she is married does not act as a bar in such a case, though it does in obtaining a place as a full-fledged teacher. The pay of a substitute is \$3 a day and the regular salary only for a term. Mrs. Jack, or Miss Roddick, has been appointed each term.

City Superintendent Maxwell, when he heard of Mrs. Jack's case yesterday, at once ordered an investigation. Supt. Maxwell said that she would not lose her place until after she had a hearing. This will probably be held before the board of examiners to-morrow.

There is no rule of the Board of Education against a woman who once appeared on the stage in a burlesque show becoming a teacher. At the same time, as one of the superintendents said yesterday, it would be a matter for investigation.

Commissioner Abraham Stern said last night that if a teacher had been all right in her department the school board did not go back into her past life, and that the fact that she had been on the stage would not debar her as a teacher.

"The board has nothing to do with such things," said Mr. Stern. "We do not look at anything except her record as a teacher. It was said yesterday, however, that Mrs. Jack had technically, at least, violated a rule in obtaining a license as a teacher. She had been married, and she was a single woman when she was married."

Mrs. Jack was quoted yesterday in the newspaper to which she made the offer to sell the letters, as saying that she had already offered her \$500 for them and that they were certain to break up his family. The mysterious doctor was quoted also as admitting that he had written the letters.

CLUB FOR BUSINESS WOMEN.

Dr. Geer's Suggestion Takes Shape—Rooms at St. Paul's Parish House.

The club for young women employed in the downtown business districts is no longer a theory, but an established organization. Rooms have been selected in the parish house of St. Paul's Church at Vesey and Church streets. The rooms are being fitted up and the club will be opened in the near future.

This club or guild was proposed by the Rev. W. Montague Geer, vicar of St. Paul's, and he is being assisted in organizing the club by Mrs. Harriet Potter Nourse, who founded the "Noonday Rest" for business women in Chicago nearly thirteen years ago. That organization now has a membership of over 2,500. An average of 1,500 meals are served each day at the club, and a summer home is maintained at South Haven, Mich., where girls may live at a cost of only 50 cents a day.

The rooms being fitted up here in the parish house of St. Paul's are to serve only as temporary headquarters. If the business women of this city join as enthusiastically into the scheme as did the women of Chicago the organizers anticipate that it won't be very long before much larger quarters will be fitted up.

SCHOONER AFIRE.

Officer of a Wrecking Company Ordered Off Her Deck.

While she was lying at anchor off Stapleton, Staten Island, yesterday morning awaiting a favorable wind, the crew of the three-masted schooner Helen M. Atwood, bound for Porto Rico with a cargo of coal, lime and lumber, discovered smoke creeping out of the main hatch. Capt. W. S. Watts ordered the hatchway lifted. Then a volume of smoke and flame shot high into the air. Distress signals were displayed in the rigging and Capt. Stapleton of the waterboat Stapleton was along side of the burning schooner. Shortly afterward the wrecking tug J. J. Merritt arrived and a dozen streams of water were soon playing on the flames. The police launch from the Forty-second precinct also went to the aid of the Atwood.

After a fight of a few hours the fire was completely extinguished. The loss is estimated at about \$1,000.

The fire is believed to have been caused by spontaneous combustion. According to the crew on the Merritt and the Stapleton, there was a score on board the Atwood while the fire was still burning. Edward Dennison, an agent of the Forty-second precinct, who was in charge of the J. J. Merritt, and had gone on board the burning schooner. He was giving directions to his crew when the fire broke out. He was ordered to get him to cast off his line and get away. Dennison refused, and the mate, according to the stories told by the crew of the waterboat, threatened to shoot if he did not leave the vessel. Dennison then jumped to the deck of the Merritt, ordered his lines cast off and returned to the Merritt. The mate of the Atwood is quoted as saying that he had had experience with wrecking companies, and that nothing suited them better than to sink a ship by pouring oil on a volume of water into her and then get the job of raising her.

The Helen M. Atwood was built at New Bedford, Mass., in 1882. She is of 853 tons gross burden and her length is 153 feet.

A LAW TWICE KILLED.

Courts as Well as Legislature Destroy "Written Authority" Act.

The Court of Appeals handed down last week a decision declaring unconstitutional the so-called "written authority act," 640d of the Penal Code, which made it a misdemeanor for any one to offer real estate for sale without written authority from the owner. The section in question was repealed by Chapter 618 of the laws of 1906, which took effect last May, but the Court of Appeals decision was of particular interest to real estate men on account of conflicting decisions of the lower courts.

The statute was as follows:

640d. In cities of the first and second class any person who shall make application to any other person or to any corporation for a loan upon real property without the written authority of the owner of such real property, or of his attorney in fact appointed in writing, or of a person who has made a written contract for the purchase of such property with the owner thereof, shall be guilty of a misdemeanor.

The Appellate Division in the First Department upheld the law. The Second Department declared it unconstitutional, with the result that a broker who had caused a woman to buy a house without written authority could recover if he brought action in Brooklyn, but would lose if he sued in New York county.

Mrs. W. J. 30 Broad street, attorney for the Frank L. Fisher Company, carried a case to the Court of Appeals to determine whether or not the statute was unconstitutional. He argued that the statute was unconstitutional because it was a law which was not a law of the State.

Last week the court handed down a decision, written by Justice Haight, all the Justices concurring, holding that the law was unconstitutional in that it was an unreasonable interference with the liberty of the citizen. The court held that the law was unconstitutional because it was a law which was not a law of the State.

As Gottlieb came into the court room he was met by a summons, all the Justices concurring, holding that the law was unconstitutional in that it was an unreasonable interference with the liberty of the citizen. The court held that the law was unconstitutional because it was a law which was not a law of the State.

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While she was lying at anchor off Stapleton, Staten Island, yesterday morning awaiting a favorable wind, the crew of the three-masted schooner Helen M. Atwood, bound for Porto Rico with a cargo of coal, lime and lumber, discovered smoke creeping out of the main hatch. Capt. W. S. Watts ordered the hatchway lifted. Then a volume of smoke and flame shot high into the air. Distress signals were displayed in the rigging and Capt. Stapleton of the waterboat Stapleton was along side of the burning schooner. Shortly afterward the wrecking tug J. J. Merritt arrived and a dozen streams of water were soon playing on the flames. The police launch from the Forty-second precinct also went to the aid of the Atwood.

After a fight of a few hours the fire was completely extinguished. The loss is estimated at about \$1,000.

The fire is believed to have been caused by spontaneous combustion. According to the crew on the Merritt and the Stapleton, there was a score on board the Atwood while the fire was still burning. Edward Dennison, an agent of the Forty-second precinct, who was in charge of the J. J. Merritt, and had gone on board the burning schooner. He was giving directions to his crew when the fire broke out. He was ordered to get him to cast off his line and get away. Dennison refused, and the mate, according to the stories told by the crew of the waterboat, threatened to shoot if he did not leave the vessel. Dennison then jumped to the deck of the Merritt, ordered his lines cast off and returned to the Merritt. The mate of the Atwood is quoted as saying that he had had experience with wrecking companies, and that nothing suited them better than to sink a ship by pouring oil on a volume of water into her and then get the job of raising her.

The Helen M. Atwood was